the various facilities in different States in the North Eastern Region. He was there for about a week and a number of schemes had been declared for development of that region. Health care services and education is one of those items that are included in those schemes for the North-Eastern States. We know that there was an experts committee in the past, a task force was appointed in 1988 and we have the recommendations before us, and as I said earlier, what is required is that the State Governments and the Members of Parliament coming from that area as well as the Government of India have to sit together and formulate schemes for development of that area. I assure, you, Sir, if you can find some time to sit with us and the concerned Department officials, we will be able to find answers to the problems that are afflicting this area.

SHRI R. MARGABANDU: Sir, so far as admissions into medical colleges are concerned, students coming from only urban areas are getting admissions whereas those coming from rural areas are not getting this opportunity. Will the Government frame some rules for reservation of seats in medical colleges for those who are coming from rural areas? So far as Tamil Nadu is concerned, there is reservation of seats in engineering colleges for students coming from rural areas. I would like to know whether the Government of India could make some such rules and instruct all the State Governments to reserve some seats in medical colleges for students coming from rural areas.

SHRI RAMAKANT D. KHALAP: Hon. Shri Margabandu, may I tell you that these three medical colleges in the North-Eastern Region cater to, in fact, rural areas basically because all the students-intake is from that particular area. So, this question particularly doesn't become so very relevant. Perhaps you want to ask about the colleges in the entire country. Let us deal with that separately. So far as the North-Eastern States are concerned, 391 seats are available they are meant for students coming from that region and in that region I think there are hardly any urban areas except the major towns.

SHRI R. MARGABANDU: Sir, my question is whether some reservation of seats can be there for students coming from rural areas.

MR. CHAIRMAN: There is different question.

Delay in commencing new parking bay at Dabolim Airport, Goa

*529. SHRI JOHN F. FERNANDES: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what are the reasons for the delay in commencing new parkinbg bay at Dabolim Airport, Goa;

(b) why the approach path to the new parking bay and runway has not been constructed;

(c) whether the lighting works along the runway is not permitted to be shifted/ installed by AAI at civilian enclaves;

(d) if so, the resons therefor;

(e) what are the estimates of works for shifting these lights fittings to defence and civilian enclaves; and

(f) steps being taken by AAI in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) There is no delay in construction of new parking bay at Dabolim airport, Goa.

(b) the work on link taxi way was delayed due to shifting of the runway lights.

(c) No, Sir.

(d) Does not arise.

(e) and (f) The estimated cost of shifting of runway lights is Rs. 5.5. lakhs.

SHRI JOHN F. FERNANDES: Sir, the main problem with this airport in

Goa is that it is a defence airport and we have a civil enclave. Wherever there is a defence airport, there is fight for supremacy between the defence personnel and the civilians. Sir, for the last 17 years, we are fighting for expansion of this airport. To our good luck, I was in that committee for the last six years and we got this parking bay sanctioned and expanded. Sir, according to the reply of the hon. Minister, this was supposed to be inaugurated in February. But, as there was a confrontation between the Airports Authority of India and the Navy, commissioning of this parking bay has been delayed. So, I would like to know from the hon. Minister whether he will constitute a co-ordination committee of the Navy, the Airports Authority of India, the State Government officials and the local Members of Parliament to see that there is no dely in the commissioning of this work.

SHRI C.M. IBRAHIM: Sir, I want to assure the hon. Member that I have fixed October, 1997 by which time this work should be completed. As far as civil airports are concerned, wherever there are defence airports, we are already having an advisory committee of the Airports Authority of India. I will try to put in this committee people from Defence so that whatever problems are there, will be discussed in that committee.

SHRI JOHN F. FERNANDES: Representatives of State Governments.

SHRI C.M. IBRAHIM: Yes, representatives of State Governments and also people's representatives. It can meet once in three months and whatever problems are there, can be sorted out.

SHRI JOHN F. FERNANDES: Sir, the second problem on development of airports in the civil enclaves is that the air traffic control—ATC—is controlled by the Defence people and all revenues collected by the Defence passed on to the Consolidated Fund of India. The Airports Authority of India does not get any fund. As a result, development work at these civil enclaves suffer. So, I want to know from the hon. Minister whether he will bring in some law and see that a decision is taken at the highest level that wherever this revenue is collected, it will be passed on to the Airports Authority of India for the development and expansion of such airports.

SHRI C.M. IBRAHIM: Sir, at present, there is no such thinking. But, what I am thinking is to have airports, as far as possible, constructed by the Airports, Authorit of India because at many Air Force Airports, we are facing problems as they put all types of restrictions. Even the facility of night landing is not available in all these airports. My Ministry is considering this issue and when the new policy comes up for building of new airports, there we welcome more foreign investment. Unfortunately, foreign investment is not coming as much as it is coming for flights. I hope, after the announcement of the new policy, we will have our own airports wherever there are defence airports. By that time, it will take some time...

SHRI JOHN F. FERNANDES: Sir, the Minister has not answered my question. My question is that the revenue at defence airports is collected by the defence authorities and it is not passed on to civilian authorities, like the Airports Authority of India. They have to pass it on to the Finance Ministry and then it goes into the Consolidated Fund of India. It does not go to the Airports Authority of India. So, my question is whether they will take a decision to see that the revenue at these airports in civil enclaves is passed on to civilian authorities for development of these airports because there is a shortage of funds at these airports.

SHRI C.M. IBRAHIM: Sir, it is a good suggestion. I will look into it.

SHRI JOHN F. FERNANDES: I want to know whether the Minister will take a decision. Sir, it is not a suggestion.

SHRIMATI JAYANTHI NATARAJAN: This is not a suggestion hour. This is Question Hour.

SHRI JOHN F. FERNANDES: Sir, it is not a suggestion. ...*(Interruptions)*... Sir, I have not made a suggestion. This is a problem faced by 28 airports in the country, as we have 28 civil enclaves at these defence airports. In the absence of such a law would he see to it that he will have a parallel civilian air-traffic control at these airports so that funds accrued to civil authorities?

SHRI C.M. IBRAHIM: Sir, unless and until I get the fullest co-operation from the defence, my department cannot make a law unilaterally. Now, the Defence Ministry is having these airports. The question of the defence of the country is also involved. Any how, as far as sharing of income is concerned, the hon. Member is right. Let us have a discussion with the Ministry of Defence. I will ask the Secretary, Civil Aviation, to have a discussion with the Defence Secretary as to how best we can achieve results and I will inform the House.

SHRI S.M. KRISHNA: Sir, though the question basically concerns Goa, the larger question is of mutual co-existence of the Department of Civil Aviation and the Department of Defence. Sir, Goa Airport is not the only airport which falls in this category. He has said that out of 28 airports, Bangalore Airport is also one of the important airports which falls in this category. Sir, I would like to tell the hon. Minister that so much is being said by the State Governments and the Central Government about private investment in promoting the airports, particularly of Bangalore at Devanhalli. What is the response of the Government of India to it?

SHRI C.M. IBRAHIM: Sir, three or four meetings have already been held. Only my Ministry has taken note and suggested that civil aviation is a Central subject. This is number one. The second thing is that the State Government and the Tata Consortium have come to an agreement for B.O.O., build, operate and own. Not only in India, this system exists no where in the world. We have suggested to them that it would be better if they build, operate and transfer — B.O.T. They can use it for 30 or 35 years. The Secretary, Civil Aviation, had a meeting yesterday. Again there will be a meeting. Sir, the property of the State Government is involved in it — definitely, I welcome the investment — so the whole airport should not rest with a private party or a private company. Ultimately that property should come back to the State. This is the only hurdle. As far as Devanhalli site is concerned, we have no objection. — I have clarified to the State Government that if Tata Consrtium goes back and does not accept the condition of B.O.T., the Airports Authority of India is ready in this regard. Let the land be given back to the State Government or the Central Government or the Airports Authority of India. We will build the airport on our own. After yesterday's meeting, some conciliation is coming up. I think ultimately if they agree for B.O.T., some shares, etc., we are prepared to consider it. Sir, now only the time schedule is there. In matters of civil aviation, I cannot give the time schedule because there are many things involved in it. Like various committees, various discussions, opinion of the Law Department, defence clearance, etc. Now, all these things have been cleared. The only thing which they say is that they are spending Rs. 1,200 crores to build this beautiful airport. Sir, it will not cost more than Rs. 350 crores, with a runway of 11,000 sq. ft. Their estimated cost is also varying. That is why the Secretary, Civil Aviation, is personally looking into it. He held two meetings. One more meeting will be on the 16th. I think some final outcome will come out of that.

SHRI S.M. KRISHNA: Sir, I would just like to seek one more clarification.

The hon. Minister has gone on record to say — about 15 days ago — that the Tatas had basically agreed, in principle, to this proposition of build, operate and transfer. But, the next day itself Mr. Ratan Tata issued a statement in Singapore to say that they were not going about with this kind of a proposition. Now, where do we stand?

SHRI C.M. IBRAHIM: Sir, with regard to whatever I say or answer, there is a check; there is a question of privilege. If any private individual says something, how can we have a check? ...(*Interruptions*)...

SHRI S.M. KRISHNA: The 'check' is the 'cheque' which they give. ...(*Interruptions*)... They are investing? ...(*Interruptions*)...They have the money to invest in the new airports. ...(*Interruptions*)...But, what are your priorities?

SHRI C.M. IBRAHIM: I welcome these investments. But, in the name of investment, I cannot give away the property of the State Government to any private individual or group. As a Minister or a trustee of this organisation, my primary concern is to save the property. Even if it is a single naya paisa, it is accounted for. I cannot give away thousands of acres of land to private individuals just for Rs. 350 crores. The hon. Member knows that the cost of land in that area is Rs. 25 lakh per acre. 12.00 Noon

Now, they want 4,000 acres of land. I have asked my Ministry to go through the details that if one wants to build a built-in-airport how many acres of land is necessary. I have also asked them to find out what is the rate they are offering to the farmers. I cannot take away the land and give it to an individual. Tomorrow, after five or six years, if some enquiry comes, we do not want to go and stand there as guilty persons. Before giving sanction, I have instructed the Ministry to go through the plan strictly, how much money they are spending, because the Airports Authority of India is building airports. We have got our own estimates. In Cochin an airport is coming up. It is a very beautiful airport. The maximum cost comes to about Rs. 315 crores. Why Rs. 1200 crores for this? These are all the things which have been taken up at the time of discussion. We welcome whoever comes with an investment but the only thing is that it should be BOT-build-operate-transport but not BOO — build-operate-own.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

राष्ट्रीय मलेरिया उन्मूलन कार्यक्रम में तेजी लाने के लिए योजना बनाया जाना

*521. **श्रीमती मालती शर्मा:** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने देश में विश्व बैंक की सहायता से राष्ट्रीय मलेरिया उन्मूलन कार्यक्रम में तेजी लाने के लिए कोई योजना बनाई है;

(ख) यदि हां, तो उसका ब्यौरा क्या है; और

(ग) इस योजना के कार्यान्वयन हेतु भारत सरकार द्वारा कितनी धनराशि आवंटित की गई है?

विधि और न्याय मंत्रालय के राज्य मंत्री (श्री रमाकान्त डी० खलप): (क) और (ख) एक मलेरिया नियंत्रण परियोजना के संबंध में विश्व बैंक के साथ दिनांक 25.4.97 को बातचीत पूरी की गई है जिसमें अन्य बातों के साथ-साथ निम्नलिखित पर विशेष जोर देकर राष्ट्रीय कार्यक्रमों में तेजी लाने की बात सोची गई है:—

शीघ्र निदान करना और तत्काल उपचार करना

चुनिंदा वैक्टर नियंत्रण

निजी सुरक्षा विधियां

महामारी सुनियोजन और द्रुत उत्तरकारिता के लिए क्षमता का निर्माण अन्तरक्षेत्रीय तालमेल

संस्थागत और मानव संसाधन विकास जिसमें निम्नलिखित शामिल हैं:—

(i) प्रशिक्षण

(ii) प्रबंध सूचना पद्धति